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general plan



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TURLOCK URBAN AREA GENERAL PLAN

1976 - 1996

Turlock. City council

City planning Turlock

INTRODUCTION

The purpose of this comprehensive plan is to provide a framework for the carefully planned and orderly development of the Turlock Urban Area and to provide the best possible environment for its residents. The comprehensive plan provides procedures, sets standards and outlines policies necessary to attain this environment. When adopted, the plan becomes the official statement of City policy. This comprehensive plan is designed for an urban area population of 38,770 persons.

To accommodate this, the plan is designed to guide urban growth over a long range period. To accommodate technological advances in public service and private development and be responsive to social change, the plan must have some flexibility. The plan should be reviewed annually by the Planning Commission with maximum citizens' involvement, and updated at five year intervals to compensate for change.

The work of planning begins upon adoption of the comprehensive plan. Maximum public information and participation in the review and updating process will assure continued community support for proper planning.

Whenever possible, projections and other data used in the previous General Plan have been incorporated in this plan, as earlier studies and information have been accurate, and made part hereof. The Citizens Committee of One Hundred, the public opinion questionnaire and help from many individuals assisted with input in formulating this plan.

GOALS

These goals form the basic foundation of the comprehensive plan. All elements of the plan are intended to further the attainment of these goals.

To provide for the orderly and moderate growth of the Turlock community through careful planning with effective public information and participation.

To create attractive, convenient and safe residential areas, with adequate good housing for all of the residents.

To prevent and eliminate physical deterioration in residential and non-residential areas.

To provide the facilities and opportunity for each individual in the urban area to participate fully in all phases of community life by;

Encouraging a diversified economic base for maximum employment, especially by inviting more non-seasonal, clean industry to locate here;

Encouraging the development of housing of varied type, location, design, size and cost for all persons without regard for race, religion or national origin;

Encouraging the development of community amenities, with parks, recreation facilities and community facilities.

The goals have been adopted by the Turlock City Planning Commission and Turlock City Council after referral and review by other Commissions and Committees of the City.

OBJECTIVES

RESIDENTIAL

The design of future residential areas should incorporate the use of cul de sacs, loop streets, winding streets and frontage roads to the end that neighborhoods will not be divided by major traffic arterials or contain dangerous high volume intersections. Single family residential development should be encouraged to include internal traffic patterns to minimize traffic feeding directly onto major streets.

Future development should be considered as part of a totally integrated neighborhood, surrounded by major streets with schools, day care centers, park sites and neighborhood oriented commercial facilities.

All future residential areas must be provided with curbs, gutters, sidewalks, street lighting, storm drainage, sanitary sewers, public water and street trees. Existing neighborhoods should be encouraged to provide these improvements.

Existing areas should be required to repair or replace defective or unsafe sidewalks and curbs.

All overhead utilities should be placed underground, both existing and future. Existing and future high voltage lines that are of such size they cannot be buried should be converted to "streamlined" installations.

The use of cable television, or central antennas should be encouraged in all future developments to minimize antenna forests.

Multiple family development or other high density development should only be permitted on major streets or in the vicinity of traffic generating uses and should be compatible with the area. Large developments should not be permitted in the interior of a neighborhood or on collector streets.

Any multiple family development larger than a four-plex should provide an outdoor common area equal to at least 10% of the gross parcel area, excluding required setbacks.

Motels and hotels should not be permitted in low density residential areas or normally on collector streets. Their location should be restricted to sites along expressways and freeways.

Cluster and townhouse types of residential development should be permitted on reduced lot sizes, with permanent open space provided and maintained within the development. The overall density of the development should not increase total neighborhood density above adopted limits.

A mixture of dwelling types and styles should be encouraged to eliminate as much as possible monotonous, repetitious suburbs.

Harmonious landscaping should be required and development standards should be maintained for churches, schools, public buildings, service, commercial and parking lots located in or adjacent to residential areas.

Development of high density residential on the perimeter of the Central Business District should be encouraged by decreasing of land area per unit ratios for apartments and the use of floor area ratio formula. The City should redesign its multiple family zones to provide for development on a floor area ratio to increase open space surrounding apartment buildings.

COMMERCIAL

Future commercial zoning should be under Planned Community Development zoning. The use of conventional zoning should be kept to an absolute minimum.

Prior to the zoning of areas for commercial development, the developer should be required to present feasibility reports and an environmental review be made on the project.

Appearance of areas around commercial development should be improved by screening and landscaping.

The design of parking areas should include landscaping, lighting and storm drainage.

Shopping centers and commercial areas should be planned only where adequate utilities, access streets and supportive population exists.

The community should be kept aware of the economic and social function of the Central Business District, to the end that future zoning should reflect conservation of the Central Business District as an economical and socially viable unit.

The City, Chamber of Commerce, Downtown Merchants and property owners employ an improvement program to update the Central Business District both physically and aesthetically. The redevelopment of the commercial areas along Golden State Boulevard should be encouraged in every way possible.

Future commercial should be developed on a satellite shopping center concept. Zoning regulations should be such that they permit only those commercial developments that are compatible with the area.

To prevent blight and deterioration, rejuvenation of existing commercial areas should be considered when zoning for additional commercial areas.

INDUSTRIAL

Industries should locate in industrial parks whenever possible. Industrial parks specifically, and industrial development generally, should be carefully planned.

Minimum performance standards should be established for all industries to include sound transmission, odor, smoke, sewage generation and potency, landscaping features, debris, outside storage and building maintenance.

Heavy industrial areas should only be located where they can economically and practically be served by rail and/or highway facilities and utilities.

Buffer zones (extensive landscaping) should be established around all industrial areas to provide a transition between them and adjacent areas.

Development of industrial parks for heavy and light industries should be encouraged. A diversification of industry should be made away from seasonal high sewage and water users to all year low sewage and water demand users.

PUBLIC FACILITIES

Within the next two years the City should carry out a study concerning the need for and financing of a community cultural center with multiple use (combined theater, gallery, arts and crafts center, natural science and historical museum) capabilities.

The City Hall and Police Station should be expanded as future needs dictate, including use of the courts wing by the Police Department when abandoned as a Justice Court.

The War Memorial should continue to be updated along previously approved lines. It should be realized by the City that ability of the War Memorial to adequately handle some functions such as live theater and concerts is limited.

The City's program for Senior Citizens should be broadened to become a more service oriented type of program open to all Senior Citizens.

The Youth Center should be replaced with a building comparable in function and usage rates in the near future.

Although the old library is deteriorating, the types of activities it can house and its historical and aesthetic value are unique among Turlock's public facilities. The building should be maintained and repaired. Through updating, more intensive recreational, educational and social activities can be encouraged, allowing better utilization of the facility.

A branch library should be immediately requested to serve the west area. A second branch library should be scheduled in the near future for the north area.

Requests should be made to the County to expand the present library along original plans to include the programs and meeting rooms.

Branch Post Offices are needed to serve the north and west areas. The location of the "main" post office and traffic congestion limits its use by many persons in the urban area.

PARKS AND RECREATION

Five acre parks should be established adjacent to all future elementary school sites. The park site and school grounds should be designed and developed as an integral unit.

Community parks should be established within the urban area at a minimum ratio of one acre per 1,000 persons. All future parks should be designed and located to serve as part of a master plan for storm water disposal.

Homeowner parks, green belts and recreational areas should be encouraged as part of future subdivisions.

An 18-hole municipal golf course should be established in the urban area, since the urban area population is now in excess of 20,000. The initial tree planting and grading for the first nine holes should begin as soon as possible.

The park system should contain a sufficient variety of facilities to meet the recreational and open space needs of the varied interests and characteristics of the urban area population.

CULTURAL ACTIVITIES

The City should endorse cultural activities and recognize their contribution to the elevation of the quality of living. It should facilitate all means of encouraging existing and new arts programs as balanced and excellent as the community can provide.

CIRCULATION AND TRANSPORTATION

In all future plans for traffic movement safety should be a prime concern. The City should continue to explore the surface connections of Lander Avenue and Geer Road.

A system of bicycle rights of way should be explored interconnecting schools, parks and the commercial areas with the residential areas. Sidewalks, curbs, gutters and street lighting should be installed on existing streets not now having them, through the use of improvement districts. The City should search out means to further these developments.

The present program should be continued to improve existing alleys.

COMMUNITY BEAUTIFICATION

Minimum landscaping standards should be established for all commercial areas, parking lots, industries, public and semi-public buildings.

An improvement program should be undertaken to beautify the Central Business District and Golden State Boulevard, including undergrounding and streamlining of overhead utilities.

A street tree ordinance should be adopted encouraging theme trees for streets in new subdivisions, and to provide for the replacement of street trees removed because of age, disease, street improvement projects, construction or the adjacent owners' request. Trees planted on City rights of way should only be removed because of age, disease, street improvement projects or construction. Methods of tree trimming that meet highest landscaping standards, instead of those based solely on simplicity and uniformity should be used. The City should undertake a planting program for existing streets which do not have street trees. Sale of wood from trees removed by the City could be used to help finance the program.

Central Park should be renovated, opened up, better lighted and a fountain installed.

The City should adopt an ordinance to provide for the removal of abandoned businesses along Golden State Boulevard.

FOSTERING PERSONAL PRIDE

- a. Awards for outstanding achievement in remodeling, new construction, landscaping, parking lots, with categories in business, industry and semi-public, should be awarded by the City Council.
- b. Street quality having a great impact upon pride and property maintenance, the County should maintain their streets in the Turlock Urban Area.
- c. The 72-hour parking limit should be strictly enforced to get rid of unsightly vehicles parked for months at a time in various areas.
- d. "Paint-up, Fix-up" campaigns should be enacted with an annual clean-up week. Service clubs and others who wish to donate time should receive City encouragement to help fix up and clean up for the older and those physically unable to do their own repairs.

AGRICULTURE

Agriculture is the major area industry; all effort should be made by judicious zoning actions to protect it from spot, scattered urban development and to insure its productivity.

Within the twenty year sewer service area, urbanization should occur by expanding growth out from existing development, rather than hop-scotch development. The City and County should collaborate to promote sound development by protecting agricultural areas adjacent to the sewer service area.

OTHER

Every attempt should be made to obtain balanced community representation on Commissions and Boards of the City.

PLANNING AREA

TURLOCK URBAN AREA

The Turlock Urban Area is located in the southerly portion of Stanislaus County, twelve miles south of the County Seat in Modesto and less than two miles north of the County line. Like other Central Valley towns, the Southern Pacific Railroad main line and State Highway 99 are the primary transportation routes. The Tidewater Southern Railroad also provides service to the industrial areas.

The Turlock Urban Area consists of a portion of the sixteen square mile area bordered by Taylor Road on the north, Linwood Avenue on the south, Waring Road on the east and Tegner Road on the west.

The area is generally considered flat, with only a slight drop in elevation in a southwest direction. There are no rivers, streams or other such natural waterways within the urban area. Soils are mainly of the Hilmar-Delhi Association of coarse sand and in earlier years was subject to considerable movement from wind storms. A relatively high water table limits types of crops which can be grown in the area.

Turlock became an incorporated city on February 15, 1908, with a population of 1,573. The City grew at an even rate and doubled its population by 1920. By 1950 the population had doubled for the second time when 6,235 persons resided within the City Limits. On May 15, 1968 the population had grown to 12,898 persons. 1975 population was 18,151.

In 1960 Turlock was selected as the site for a six county State College. As readily observed, the growth rate of the City has increased considerably since the selection of Turlock as the college site. It is anticipated that California State College, Stanislaus, when fully developed, will add approximately 19,089 persons to the urban area population.

With the completion of the Highway 99 By-Pass, the travelers view of Turlock has been considerably improved from the former conglomeration of fruit stands, surplus yards and gaudy array of signs, to a vista of agricultural, industrial and residential areas.

GENERAL PLAN

CONCEPTS

Turlock is planned to be a compact city of about 38,770 inhabitants by 1995. Industrial peninsulas will extend along West Main Street and the Tidewater Railroad, as well as south along Golden State Boulevard and the Southern Pacific Railroad. Residential areas will develop generally to the north of Canal Drive, both east and west of the existing development toward the college. A municipal golf course should be located northwest of the County Fairgrounds.

A major street system will link the residential districts with the industrial, commercial and college areas. It is designed to disrupt residential areas as little as possible. Highway oriented support services are planned for the Highway 99 By-Pass.

Residential areas are designed to permit a high degree of housing types and densities to suit the individual tastes and desires of the residents. Each neighborhood should contain a school and park in the most central location providing the greatest ease and safety to the residents.

The General Plan provides for urbanization and development of approximately 6,900 acres by the end of the plan period, with a total population of approximately 38,770 persons. Of this total, residential will occupy 5,170 acres or 75%, commercial 280 acres or 4% and industrial 1,450 acres or 21%. Publicly owned lands in the various zones will account for 1,020 acres or 15%. Streets, highways, canals and other rights of way within the plan area will occupy approximately 1,400 acres or 20%.

An urban reserve area of approximately 1,100 acres is included in the plan to accomodate growth beyond the planning period. As this General Plan area reaches capacity future General Plans will be expanded into the reserve area.

COMMERCIAL

The General Plan concentrates the primary commercial area within the existing commercial zoning in the Central Business District and along Golden State Boulevard, which contain area for expansion.

Commercial services supporting highway traffic, such as gas stations and restaurants, are to be located along the new freeway at its interchanges with local streets. Zoning of these areas should be to encourage highway oriented uses.

Strip commercial development along the main arterials from the interchanges to the Central Business District is discouraged in the plan; only existing strip zoning is shown on the plan, all other existing commercial is to remain.

INDUSTRIAL

Approximately 480 additional acres have been set aside for industrial development, principally along West Main Street and the Tidewater Southern Railroad, eventually west to Washington Road. While actually more than adequate to provide space for the additional labor force, this will provide a choice of sites, and sites for large land area, low employee industries.

The industrial area can be readily extended along West Main Street with the only limiting factor availability of sewer and water. Uses proposed in the industrial area will be those requiring domestic sewer service only. Adequate land area is available within existing industrial areas to permit location and expansion of existing food processing and wet industries.

Whenever possible, industrial parks should be developed in lieu of uncoordinated development of industrial properties.

PARKS AND OPEN SPACE

A bedroom building fee, based on number of bedrooms, should be established to provide revenues for park acquisition and development.

When completed, Donnelly Park should fill the needs for a regional park for the time of the planning period.

Older neighborhoods of the City have been well served with parks, but neighborhood park additions during the past decade have not kept pace with expansion, especially in the northeast section of town. A community park should be provided in this northeast area, and should include a swimming pool and tennis courts. Existing school sites should be landscaped to convey a parklike atmosphere.

Park land requirements in the plan are based on the following:

Neighborhood parks serving one-half mile radius;
two acres per one thousand persons or five acres
adjacent to a school site.

Community parks serving a radius of between one
mile and one and one-half miles; one acre per one
thousand persons.

A system of bicycle trails, connecting park sites, should be incorporated as part of the recreation element of the General plan.

CIRCULATION

The system of streets and highways is designed to provide for the efficient and safe movement of goods and people.

Streets within the system are defined as follows:

Freeway - Four to six lane divided highway with
completely controlled access, grade separations at
all intersections.

Expressway - Four lane divided or undivided highway,
partial control of access.

Major Street - Four lane divided or undivided highway,
no control of access.

Collector Street - Two lane residential highway,
no control of access.

Local Street - Two lanes to serve adjacent homes.

The circulation plan is shown on the General Plan Map, with only the freeways, expressways, major streets and existing collectors.

The system as proposed surrounds the urban area with north-south and east-west interconnecting major streets. The Central Business District is surrounded by a street network with direct access to all parking areas. Streets to be studied and considered as part of the circulation element are:

EAST - WEST

Zeering Road - Highway 99 to Daubenberger
Monte Vista - Washington Road to Denair
Fulkerth/Hawkeye Road - Washington Road to Daubenberger
Canal Drive - Golden State Boulevard to Daubenberger
West Main - Interstate Five to Lander Avenue
Linwood Avenue - Washington Road to Daubenberger
East Avenue - S. Golden State Blvd. to Santa Fe Avenue

NORTH - SOUTH

Washington Road - Linwood to Highway 99
(when industrial reserve is developed)
Tegner Road - Monte Vista to Linwood
Walnut Road - Linwood to West Main
* Del's Lane - Hawkeye to Monte Vista (CSCS)
Lander/Geer Road - County Line to Oakdale
North Olive - Canal Drive to Zeering Road
Berkeley Avenue - East Main to Zeering Road
Daubenberger - S. Golden State Blvd. to Zeering Road

DOWNTOWN

East Olive/West Olive - Lander Avenue to Canal Drive
Marshall/"A" Street - Lander to Minaret
Minaret - Marshall to East Main
East Main - Minaret to Berkeley

INTERSTATE

Golden State Boulevard - through urban area
California 99 - Freeway - around urban area

*70-foot right of way

AIRPORT

A general aviation facility should be considered and encouraged as soon as feasible.

COMMUNITY FACILITIES

Fire Stations - An additional fire station will be required to serve the urban area in keeping with American Insurance Association Standards. It should be located near West Main Street to serve the industrial and reserve areas.

Corporation Yard - Relocation of the existing Corporation Yard on "D" Street to a larger, more accessible site in the Urban Area is proposed.

Civic Center - The Civic Center, located on Canal Drive, contains the City Hall, Police Department, Court Building and War Memorial Auditorium. Also within the complex is the Turlock Irrigation District office and the California State Department of Motor Vehicles. No major expansion of the Civic Center site is proposed.

Library - The existing library is designed to serve a population of 25,000 persons and is designed to be doubled in area to serve a population of over 50,000 persons.

Youth Center - The Youth Center, located on East Avenue, was donated to the City for principal use by youth.

Girl Scout House - Located in Columbia Park, can be used in conjunction with the park for small groups.

Columbia Center - Located in Columbia Park, constructed in 1975 as a multiple use building for the community and intended to handle up to 200 people.

Summary - In general, the City has more than its share of public buildings, some of which could be removed as others are remodeled to permit complete utilization. Facing the City in the future will be the need for additional fire stations, library expansion, multiple use buildings, museums, expanded corporation yard and City Hall expansion.

COMMUNITY UTILITIES

Existing - Sewage and Sewage Disposal: Utility locations influence direction and growth of the urban areas, much the same as rivers in colonial times. Development of the north sections of the City are the least expensive as sewer lines run with the fall of the land.

The City of Turlock, by contract, provides domestic sewage treatment for the communities of Denair and Keyes. Limitations imposed on the two communities of gallons per day or pipe size limits their maximum growth. For any additional sewage requirements by these two communities, or others, cost must be borne proportionately by the users.

Sewage Disposal Plant: Located on Walnut Road at South Avenue, it was originally constructed in 1919 with major expansions in 1958 and 1962. While one plant in appearance, it is two separate plants, one processing domestic sewage and one industrial sewage. The treatment plants have an optimum capacity of 15,000,000 gallons per day.

Present plans call for enlarging and modification of both plants to improve the degree of treatment and efficiency. Most trunk lines have been installed to serve the future urban area and population, however, an additional trunk line will be required to serve the southeast twenty year area.

Water Distribution: Vital to the growth of Turlock is the water distribution system. Turlock's sole source for potable water is eighteen (18) deep wells, with high volume pumps. The system is not dependent on storage towers but utilizes pressurized lines. To insure adequate water pressure at all times the City has acquired auxiliary power units for its wells for use in times of a power outage or other emergency.

As the Central Valley urbanizes and grows to approximately one-half million at the turn of the century, the availability of well water will possibly decrease. Studies are under way to determine availability at the year 2,000.

STORM DRAINAGE

A major storm drainage system covering the Urban Area is practically nonexistent. However, many small areas of Turlock do have storm drainage facilities. The City should have a master storm drainage plan for the urban area and follow the recommendations contained therein.

The City should continue to acquire additional land for ponding and aeration as recommended by the Water Quality Control consulting firm.

ADOPTION

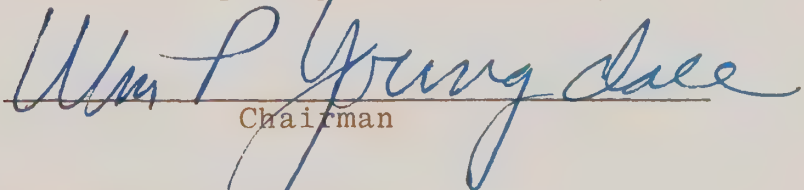
Technical data supporting the General Plan is published separately.

Goals, Objectives and Standards are in addition to those adopted in 1969 as part of the previous General Plan.

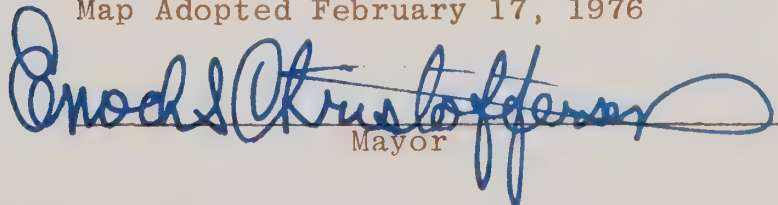
Land use, public facilities, circulation, park and open space locations are in indication of need and not specific locations.

The Turlock Area General Plan was adopted by the following:

TURLOCK CITY PLANNING COMMISSION
Text and Map Adopted October 9, 1975


Chairman

TURLOCK CITY COUNCIL
Text Adopted October 23, 1975
Map Adopted February 17, 1976


Mayor

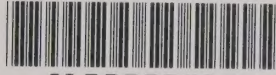


- LOW DENSITY RESIDENTIAL
 - MEDIUM DENSITY RESIDENTIAL
 - HIGH DENSITY RESIDENTIAL
 - PROFESSIONAL OFFICE DISTRICT
 - COMMERCIAL
 - COMMERCIAL INDUSTRIAL
 - INDUSTRIAL
 - SPECIAL STUDY DISTRICT
 - PARKS
 - SCHOOLS
 - HOSPITAL
 - FIRE STATION
 - LIBRARY
- Legend symbols: P (Parks), E (Elementary Schools), J (Junior High Schools), + (Hospital), * (Fire Station), L (Library).

turlock general plan

adopted: turlock city council 2/17/76
turlock planning commission 10/9/75

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